

May, 2020

Response to 1st Review Comments
The Palmeraie – 7-ZN-2016#2

Zoning:

1. The proposed Planned Shared District (PSD) zoning overlay requires the submittal of a Development Agreement (DA) development application. Please submit the DADA development application, and supporting documents, with the next submittal. (Zoning Ordinance, Sec .1.303.)

A Development Agreement and associated exhibits have been included with this resubmittal.

2. City staff has received significant citizen input regarding the proposed application. Please submit an updated Citizen Review Report with the next submittal with any new neighborhood correspondence that has been received by the applicant team and other public outreach that has occurred with the proposal. (Zoning Ordinance, Sec. 1.305.C.)

An updated Citizen Participation Report is included with this resubmittal.

3. Please provide a revised Project Narrative that includes an explanation on how the proposal meets the requirements of the PRC zoning district to request amended development standards for the proposed development project. (Zoning Ordinance, Sec. 5.2608.)

The narrative has been updated to specifically note conformance with PRC amended development standards requirements. See updated narrative.

4. Please provide in the next submittal a copy of the proposed amended development standards in a legislative format. (Zoning Ordinance, Sec. 1.303.)

Per email from B. Carr dated 4/9/2020, a Legislative Draft is no longer required as building height is the only amended standard and the increase meets the additional requirements noted in Section 5.2608 of the PRC zoning district which allow for additional height. The additional requirements include, but are not limited to, vertically integrated mixed of uses, increased open space, increased building setbacks and the provision of underground parking.

Circulation:

5. Per the stipulations of Ordinance No. 4289 (case # 7-ZN-2016), all off-site infrastructure required for Phase I of the development site will be required to be constructed with Phase II if not constructed prior to development of Phase II.

Noted.

6. Please revise the project plans to demonstrate minimum drive aisle width of 24 feet. (Fire Ord. 4283 503.2.1)

Drive aisles have been dimensioned on sheet A111 to demonstrate that the minimum drive aisle width of 24 feet has been met.

7. Please revise the project plans to designate fire lanes for all commercial/multi-family (24' minimum). (Fire Ord. 4283, 503.3)

Fire lanes have been designated and dimensioned on sheet A111 to demonstrate that the minimum drive aisle width of 24 feet has been met.

8. "Key switch/pre-emption sensor" required for commercial/multi-family/gated communities. Please revise the project plans accordingly. (Fire Ord. 4283, 503.6.1)

The are no gated communities on the property. Knox box access will be provided where required.

9. Please revise the project plans to demonstrate fire hydrant spacing, existing and proposed. (Fire Ord. 4283, 507.5.1.2)

A fire hydrant plan is included with this resubmittal.

10. Please revise the project plans to demonstrate the location of Fire Department Connection. (Fire Ord. 4283, 912)

Fire Department Connections (FDC) have been noted on sheet A111.

Drainage:

11. Please submit the revised Drainage Report to your Project Coordinator with the rest of the resubmittal material identified in Attachment A. The revised Drainage Report shall address the following:

- a. The Engineer must remove/eliminate the "DRAINAGE AREA LIMITS" from the Preliminary Grading & Drainage (G&D) Plan. A Civil G&D Plan must not show any sub-watershed boundaries on it. (DSPM, Sec.1 & Sec. 4)

Drainage area limits have been eliminated.

- b. The Engineer must turn on all existing/surveyed 1.0-foot contours as well as all 1.0-foot proposed contours on the Preliminary G&D Plan. The Engineer must label all existing and proposed contours and darken every 5th contour line. Use different line types for existing and proposed contours if needed. There should be adequate number of finished grade spot elevations and flow direction arrows throughout the plans so that the onsite drainage pattern is understandable. (DSPM, Sec. 4)

Existing contours have been added. Proposed spot elevation and drainage arrows have been added to clarify proposed conditions.

- c. Only two (2) cut sheets make the G&D plan extremely crowded and it is very difficult to review and follow the onsite drainage pattern as well as the locations of storm drain networks. Use anywhere between four (4) to six (6) G&D cut sheets in the Preliminary G&D Plan so that it is easy to follow the onsite drainage pattern as well as the locations and functionality of the storm drain networks. Label all the storm drains features (catch basins, manholes, pipes, outfalls, etc.) according to the same naming convention that is used in StormCAD. (DSPM, Sec. 4)

In order to clarify the plans, unnecessary information has been eliminated from sheets in the hope that this relieves the requirement for more sheets. Pipe sizes, catch basin, out falls and manhole numbers added to plans as requested.

- d. The Engineer must show and label the jurisdictional dividing line between the Town of Paradise Valley and the City of Scottsdale on all G&D plan sheets as appropriate. (DSPM, Sec. 4)

Information has been added to plans.

- e. On the Preliminary G&D Plans, the Engineer must call out/show the Q100 (s) along all those storms drain pipes which convey a $Q100 \geq 25$ cfs and must verify if a Drainage Easement (D.E.) is dedicated over these storm drain pipes and must label the D.E. where appropriate. (DSPM, Sec. 4-1A)

Information has been added to plans.

- f. The Engineer must show/call out the existing condition Q100 (s) for all onsite sub-watersheds on PLATE 2 in the Preliminary Drainage Report. (DSPM, Sec. 4-1A)

Information has been added to Plate 2.

- g. The Engineer must show the storm drain profiles for all existing and/or proposed box culverts on one of the plan sheets of the Preliminary G&D Plan. On Preliminary G&D Plan, the Engineer must also show the storm drain profiles for all proposed storm drain pipes which convey a $Q100 \geq 25$ cfs and over which D.E. have been dedicated. (DSPM, Sec. 4-1A)

Information has been provided with construction plans for phase 1A. Please consider approval of Phase 2 with the stipulation stating that Phase 1A grading and drainage plans to comply with above requirements. SD profiles have been included in this submittal as a part of the preliminary drainage report.

- h. The Engineer must show/call out the locations, size, and invert elevations of all storm drain pipes and box culverts in sections A-A & B-B as appropriate. The Engineer must also show the limits of the proposed D.E. in sections A-A & B-B as appropriate. The rule of establishing the limits of the proposed D.E. over a storm drain pipe or over a box culvert was explained to the Engineer in a meeting and this rule must be verified and followed when dedicating

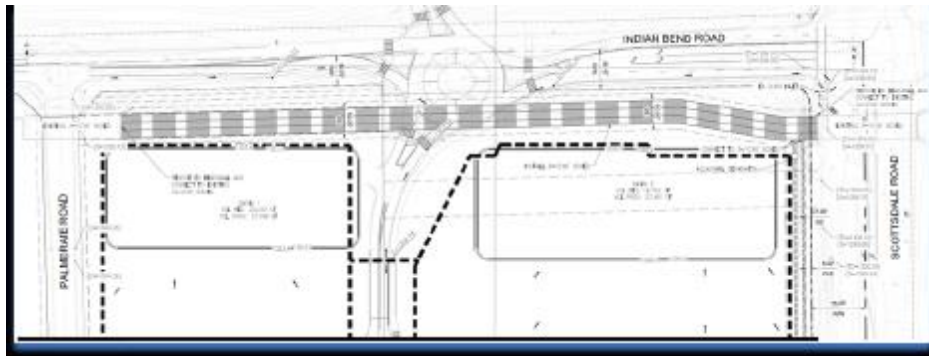
the proposed D.E. over a storm drain pipe or over a box culvert. It should be noted that more cross-sections maybe requested by the reviewer during the Improvement Plans review. (DSPM, Sec. 4-1A)

SD profiles have been included in this submittal as a part of the preliminary drainage report. Limits of required drainage easements have been provided on preliminary grading plans.

- i. Cite/provide cross-reference of Appendix B in Section 6.2 of the Preliminary Drainage Report in which the “first flush” flowrate calculation by following the City of Phoenix (COP) equation has been provided. The waiver of requiring the 100-year 2-hour full storage granted by the City of Scottsdale in exchange of already paid “in-lieu’ fee must also be mentioned in this section of the drainage report. (DSPM, Sec. 4-1A)

Information has been provided.

- j. Construction of two temporary stormwater storage basins on the proposed project site for Palmeraie Phase II was required as a part of the proposed improvements on the project site for Palmeraie Phase I (18-DR-2018) which can be seen in the below screenshot. These temporary stormwater storage basins also appear on the Construction Documents aka Civil Improvement Plans which has just been submitted to the City (PC #1184-19). Therefore, these temporary stormwater storage basins must be shown and label as “existing temporary stormwater storage basins” on the Preliminary G&D Plan for Palmeraie Phase II as appropriate. (DSPM, Sec. 4-1A)



Temporary retention basins have been reflected on plans as requested.

Water and Waste Water

12. Please submit the revised Water and Waste Water Design Reports to your Project Coordinator with the rest of the resubmittal material identified in Attachment A. The Design Reports shall be updated to follow DSPM flow criteria of Sec. 7-1.403. Please contact Water Resources staff Richard Sacks for more information.

CVL has revised the BOD reports based on land use clarifications from Nelson. Per a phone call with Richard Sack P.E. on May 15th, 2019, CVL will continue to use the same design standards used in the Ritz Carlton Master Plan reports and in the previous BOD reports for Palmeraie.

Fire:

13. Divided entrances and drive-thru b-pass lanes shall be a minimum of 20 feet wide. Please revise the project plans accordingly (DSPM Sec. 2-1.303(2)).

This comment is not applicable. The project does not have divided entrances or by-pass lanes.

14. Please revise the project plans to identify the location of the Fire Riser room. (DSPM, Sec. 61.504(1))

Fire Riser rooms have been noted on sheet A111.

15. Please revise the project plans to demonstrate compliance with the fire truck turning radii for commercial sites (25' inner/49' outside/55' bucket swing). (DSPM, Sec. 2-1.303(5))

Fire truck turning radii have been shown on sheet A111 to demonstrate compliance.

Circulation:

16. Proposed land uses and intensities of the site are different than what is described in the previously approved TIMA. (Retail decreases, restaurant increases, office increases, residential decreases, hotel is removed.) If the proposed land uses are expected to generate comparable or fewer trips than what was analyzed in the TIMA, a trip generation comparison or an addendum to the TIMA will be required. If the proposed land uses are anticipated to generate more trips than what was analyzed in the TIMA, a revised TIMA or a TIMA amendment will be required. Please discuss trip generation projections with Traffic Engineering staff to confirm necessary scope. (DSPM, Sec. 5-1)

The revised land uses will generate more trips than originally evaluated in the TIMA. A trip generation comparison was prepared and shared with City staff on February 26, 2020. After review of the comparison, staff requested that an updated TIMA be prepared. The TIMA has been updated to include the uses and trips generated by the most recent site plan.

Assumptions utilized within the updated TIMA were discussed with City transportation staff on March 17 and April 13 to account for the growth of traffic using historical traffic counts and the need to provide an analysis of the existing conditions.

Engineering:

17. Each parcel must meet its refuse requirements within its individual parcel, unless a PSD is established and provides for sharing of refuse. With the PSD development agreement, please identify how refuse requirements will be shared if not provided on individual parcels. (DSPM, Sec. 2-1.309)

While some individual parcel may meet the requirements, any ground floor retail will be using a centralized trash area located within building A on the Paradise Valley portion of the site.

Trash will be picked up daily from each retail building. Therefore the PSD will include language regarding shared trash / service refuse plan.

18. Please revise the project plans to comply with the following location and design requirements for non-residential, mixed-use, and multi-family residential refuse and recycling enclosures. Please locate and position the enclosure(s): (DSPM, Sec. 2-1.309)

All trash and recycle locations have been noted on sheet A111.

- a. So that the approach pad for the enclosure(s) is located that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of 13 feet 6 inches (14 feet is recommended), and unobstructed minimum vertical clearance above the approach pad and refuse enclosure of 25 feet. (The vertical clearances are subject to modification based on enclosure container size, location, and positioning as determined by the Sanitation Director, or designee.);

All enclosures are located so that the refuse truck has a minimum unobstructed vertical clearance of 13'-6" and unobstructed vertical clearance above the approach pad of 25'-0".

- b. In a location that is easily accessible for collection, and does not require the refuse truck to "backtrack";

The trash enclosures are easily accessible and do not require the refuse truck to "backtrack".

- c. A maximum 100 feet distance from building service exit to refuse enclosure;

The distance from building service exit to refuse enclosure will not exceed 100'-0".

- d. So that collection vehicles do not back up more than 35 feet;

The collection vehicles will not have to back up more than 35'-0".

- e. So that the path of travel for the refuse truck accommodates a minimum vehicle turning radius of 45 feet, and a minimum length of 40 feet;

The path of travel for the refuse truck will have a minimum turning radius of 45'-0" and minimum length of 40'-0".

- f. So that the approach pad is level, with a maximum of 2 percent slope;

The approach pad will be level with a maximum of 2 percent slope.

- g. So that the enclosure(s) are not placed between the on-site buildings and adjacent lower density residential unless there is no reasonable alternative. In these situations, orient the enclosure(s) towards the interior of the property;

This comment does not apply based on the locations noted on sheet A111.

- h. So that the enclosure(s) are not placed next to drainage ways or basins, unless there is no reasonable alternative;

The enclosures are not located next to drainage ways or basins.

- i. So that the enclosure(s) are not placed between the street and the front of the building, unless there is no reasonable alternative; and

This comment does not apply based on the locations noted on sheet A111.

- j. So that the enclosure(s) are not placed at the end of a dead-end parking aisle.

The enclosures are not placed at the end of a dead-end parking aisle.

- 19. Compactors may be used as an alternative to refuse or recycling containers. To determine adequacy and site location of compactors, if proposed, please provide the following on a refuse plan:

- a. Compactor type,

Compactor type is yet to be determined. Information will be provided in Design Review Board submittal.

- b. Compactor capacity – state on site plan compactor capacity conversion equating to the city's required 1 enclosure for every 20,000 square feet with no recycling.

Compactor capacity will meet these requirements once selected.

- c. Compactor location, addressing the following:

- i. Place the refuse compactor container and approach pad so that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of thirteen (13) feet six (6) inches (fourteen (14) feet is recommended), and unobstructed minimum vertical clearance above the concrete approach slab and refuse compactor container storage area concrete slab of twenty-five (25) feet,

All refuse compactor containers and approach pads are located so that the refuse truck has a minimum unobstructed vertical clearance of 13'-6" and unobstructed vertical clearance above the approach pad of 25'-0".

- ii. Place the refuse compactor container in a location that does not require the bin to be maneuvered or relocated from the bin's storage location to be loaded on to the refuse truck,

The refuse compactor containers are located so that the bin does not need to be maneuvered or relocated from the bin's storage location to be loaded on to the refuse truck.

- iii. Provide a refuse compactor container approach area that has a minimum width of fourteen (14) feet and length of sixty (60) feet in front of the container, and

An approach area of 14'-0" in length and 60'-0" in front has been provided at each refuse compactor container.

- iv. Demonstrate path of travel for refuse truck accommodates a minimum vehicle turning radius of 45', and vehicle length of 40'.

The path of travel for the refuse truck will have a minimum turning radius of 45'-0" and minimum length of 40'-0".

- 20. Although not a requirement, recycling is an amenity found to be desired by Scottsdale residents. Please note if recycling containers will be provided for the development project.

Recycling containers will be provided and are noted on sheet A111.

- 21. Please update the project plans to provide a minimum 6-foot-wide accessible pedestrian route from the main entry of the development to each abutting public/private street that provides a pedestrian sidewalk/multi-use trail. (DSPM, Sec. 2-1.310)

Circulation plans have been updated and note the location of accessible pedestrian routes. All routes will be a minimum of 6'-0" wide.

- 22. Please note that grease, oil and sand interceptors shall be provided for laundries, restaurants, automobile service facilities, car washes, parking garages and other similar facilities. Each business, restaurant or establishment shall discharge to a separate interceptor and shall not be placed in parking garages, streets and under public parking spaces. Grease traps shall only be installed for ice cream shops, small coffee shops or sandwich shops. This may be addressed with DRB submittal. (DSPM, Sec. 7-1.411)

Grease interceptors have been provided for each restaurant tenant. Refer to the site plan, sheet A111 for locations. They have been located in a similar manner to what was approved by the Design Review Board in Phase 1.

Circulation

- 23. Transportation does not approve of the roundabout design shown on Indian Bend Road at the site entrance. This has been conveyed previously to the applicant's traffic engineer, but the design has not been modified. Please revise the project plans to demonstrate compliance with the previously-stated requirements. (Zoning Ordinance, Sec. 1.204.)

Revised roundabout has been incorporated into plans.

- 24. Please note that cross-access easements and emergency and service vehicle access easements will be required to be dedicated prior to approval of final improvement plans for the site. (Zoning Ordinance, Sec. 1.204)

Noted.

Other

25. Please note that any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Protection of Archaeological Resources, Section 46-134 - Discoveries of archaeological resources during construction.

Noted.